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Hongkong

Daily Press.

ESTABLISHED 1857.

No. 14,478 號期十柒百肆千肆萬壹第 日十式月柒年十壹緒光 HONGKONG, TUESDAY, AUGUST 30TH, 1904. 式拜禮 號拾壹月捌年肆零百九仟壹英港香

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ESTABLISHED AD. 1841. [a131]

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NEW PREMIER CYCLES. Best American
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Also a Large Assortment of SECOND-
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MOTOR CYCLES, MAIL CARTS,
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[a148]

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PORLTAND CEMENT.
Casks of 375 lbs. net \$5.00 per Cask or Factory.
Bags of 250 lbs. net \$3.00 per bag or Factory.

SHEWAN, TOMES & CO.,
General Managers.

Ho chi... 1st August 1904. [a145]

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GINGER AND FRUITS
of Standard Quality.
Packed in Rich Syrup and Best Sugar.
STEM GINGER for Table Chutney.
Especially recommended.
Delicious and wholesome.
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Hongkong, 10th August 1904. [a2042]

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Hongkong, 5th August 1904. [a1912]

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HONGKONG.—15, QUEEN'S ROAD.

6th August, 1904. [a35]

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Each bottle bears an Analyst's certificate.

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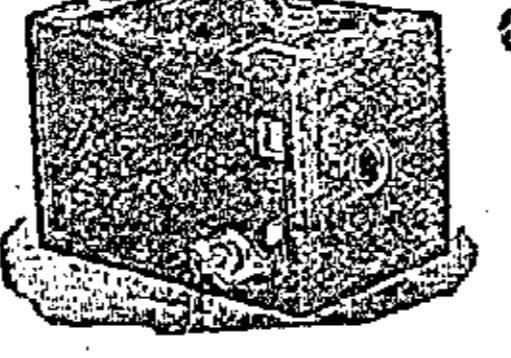
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Hongkong, 24th August, 1904. [a1153]

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Hongkong, 15th August, 1904. [a38]

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Hongkong, 29th April, 1904. [a33]

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LATEST SHAPES, NEW DESIGNS.

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Hongkong, 8th July, 1904. [a24a]

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Hongkong, 15th August, 1904. [a1708]

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AS CHEAP AS GAS!

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Seut's Stamp Album ...	6.50	PLAYING CARDS.	
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Lawrence's Naval Architect's Pocket-Book ...	3.00	GENTLEMEN'S BOOTS AND SHOES, BROWN OR BLACK, ENGLISH MAKE, BEST QUALITY.	
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Only communications relating to the news columns should be addressed to "The Envoy."

Correspondents must forward their names and addresses with communications addressed to the "Envoy," not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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MARRIAGE

On the 23rd July, at Hollington, S. PARTON, of H.M. Consular Service in China, to WISFIELD, daughter of A. P. MACLEWEN, of the Grove, Hollington, late of China.

DEATHS

On the 29th August, at the Peak Hospital, GEORGE MANINGTON, of the Hongkong Telegraph, aged 35 years.

On the 23rd July, at Bracombe, E. GILBERTSON, aged 81 years.

The Daily Press.

HONGKONG OFFICE: 14, DESVRES ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 30TH AUGUST, 1904.

FOURTEEN years ago, His Majesty the KING, then Prince of Wales, addressing the Fellows of the Royal Horticultural Society, assured them that Hull for the exclusive use of the Society would be of the greatest use and advantage. At that time the Society had begun to talk of getting one, but up to quite recently, the Society has had to manage without headquarters of its own, the office at 117, Victoria Street, Westminster, scarcely counting as such. The shows have been held in the Drill Hall of the London Scottish Volunteers, a badly lighted building, and one that never afforded sufficient space for the beautiful exhibits sent. This year, being the centenary year, there is to be a special winter show, held in the new Centennial Hall in Vincent Square, Westminster, erected at a total cost of something like £40,000. Perhaps, beyond clearing off the adverse balance of the building fund, the members of the Society could have hit upon no happier way of celebrating the hundredth year of its existence than by inviting the colonies to co-operate in demonstrating the horticultural bent of the nation. The Government Gazette this week-end publishes a notification that the Royal Horticultural Society is holding an exhibition of colonial fruit (as well as home and foreign preserved fruit) on December 13th and 14th next.

Special classes are arranged for all descriptions of colonial fruits. The preserved fruit classes will embrace jams, as well as bottled and dried fruits. Separate classes being arranged for Home, Colonial, and Foreign exhibits, the comparative values will be seen side by side. Apples, pears, pineapples, bananas, mangos, grapes, even yams and sweet potatoes, are mentioned in the schedule, two copies of which have reached us, and are at the disposal of any reader interested. The Botanical and Afforestation Department, likewise, is prepared to furnish further particulars to inquirers. The Society's circular says: "The Agents-General and Crown Agents are most kindly rendering every assistance, and we trust that both growers and exporters will do their best to send in Exhibits worthy of our Colonies, and to show what can be produced for the Home markets. No entrance fee or charge for space is made, and if desired the produce may be consigned direct to the Society and it will be stored in the cellars at Vincent Square and staged by the Society's officials in good time for the special private press view on the evening of December 12, but the Society cannot undertake to repack and return such exhibits. In addition to the publicity to be derived from the Exhibition, the Society offer numerous medals and other prizes for competition, and other awards are given for meritorious exhibits." We have drawn special attention to this forthcoming event, having faith in the really valuable work of the Society, and because it is such a special year in the life of the institution. There is money in this fruit business, as several of our colonies have found. A comparison of the prices we used to pay in Town and what we pay here for certain fruits as familiar to us as gooseberries once were, ought to convince us of that. The every day plum, for instance, the "shaddock" of the West Indies, ought to go well at Covent Garden. A similar but much less sweet fruit from Japan, has, to our knowledge, stood the voyage and landed in flavoursome condition. Local interest in the doings of the Horticultural Society might benefit us in other than financial ways. It is surely not so certain yet that a decent apple is impossible of attainment in this colony. As for grapes, they ought, with more perseverance, to flourish here. Only those who have persevered after frequent failures in horticulture are able to realize what surprising results are possible. Dropping at this point, however, the material arguments of the moneymaker, and the no less material allurements of the gourmet, may we suggest that our people in Hongkong have other reasons to sympathise with the objects of such Societies as the one to which we refer?

A recent writer has, in a new novel, uttered the conceit that vegetables are the boy children of the gardener's nursery, and flowers the girls. Our parental hopes are often fixed upon the boys, but how much do we limit our estimate of the *joli de vivre* attributable to the maids blooming in life's garden? In the case of flowers, can we claim that this now British corner of the Flower Kingdom is as florilegously blooming as it might be, even after the years of excellent work by the Botanical Department? Would it not be possible, with the co-operation of all residents blessed with a "bit of garden," to make Hongkong wholly a public garden that would pull at the heart-strings of its citizens as strongly as do the remembered scenes of Home?

"Silently, one by one, in the infinite meadows of heaven," blossomed the lonely stars, the "forget-me-nots" of the angels."

Silently, one by one, the terraces and corners of Hongkong could be made to shine below like the stars in that pretty couplet of Longfellow's, and that with no more fuss or trouble than the flourishing of bunting on festival occasions. How is it that there is no Hongkong Floral or Horticultural Society? The daily spectacle of the Flower Market in a side-street cannot be considered as ample or adequate gratification of the aesthetic sense that the Hongkong dweller assuredly possesses. The tree-peony and the lotus, the almond blossom and the topiary shrubs affected by the natives cannot fill the places of the Home favourites. If the flower sellers can successfully rear foreign blooms for hire, may our own folk not manage them for love? A local flower show might do much to foster enthusiasm, and enrich the flora Hongkongensis, just as the Royal Horticultural Society at Home has done so much to revive the cult and culture of the English rose. It is not sufficient to write a cheque

The old telephone exchange at Newchwang, started some time ago under Russian auspices, has been purchased by Mr. H. B. Campbell, an American employee of the Russo-Chinese Bank, but will require a great deal of renewal and repair to become quite efficient and up-to-date.

The *Peking Times* hears that Sir Robert Hart has purchased the Pei-tai-ho property of Mr. James Brazier, and that he is considering the possibility of building one or two bungalows thereon with a view of giving short seaside furlough to the Customs Staff in Peking.

Reporting more brigandage near Shanghai, the N.C. Daily News adds: These predatory visits are really becoming monotonous by reason of their constant succession of late, and if something drastic be not done speedily by the authorities concerned, these desperadoes, having so often escaped with impunity, will get bolder and bolder, and possibly we will find them one fine day (or night) raiding some flourishing portions of the foreign Settlements.

The people living in the vicinity of North Zhejiang and Boon Roads at Shanghai were slain on the 20th instant by the sight of two old native women—small feet—with canes around their necks, being escorted by a native municipal constable and followed by a number of jingling natives. The canes are a good punishment for a man, but surely, suggests the *Shanghai Mercury*, some other form of punishment could be devised to punish a woman than putting a cane around her neck and parading her through the streets? A woman is a woman all the world over, whether white or yellow.

and have a gardener and his coolies exercise his taste in the environment of the foreigner. When the foreigner and his lady, and their children also, learn how much it means to make personal friends of the growing things about their door, there will be no necessity to tempt them with the mild excitements of neighbourly rivalry. A new and absorbing interest will have come to vanquish boredom, and relieve the tedium of daily work. In the meantime, a local horticultural society seems a means to an end. Are there none sufficiently interested to make a move? Our columns are open to comment: we should be glad to encourage any movement in such a direction.

A Shanghai contemporary opines that "poverty" is more prevalent than bribery at the northern port.

Among the coolies who went down to South Africa by the *Iklal* there were four cases of dysentery on arrival at Durban.

A "Victim," in a very long letter to the *Shanghai Mercury*, seems to have a very bad opinion of gold-mining in China.

A Volunteer Fleet is to be constructed in Japan by public subscription, to consist of vessels of 5,000 tons and upwards.

It will not have escaped the observation of the sagacious remarks the *Globe*, that while Britannia rules the waves, Russia waives the rules.

The China Merchants will in future have the monopoly of all the tribute transport, which it is estimated will represent a saving of £10,000,000 per annum.

Lieutenant Lord B. C. Gordon-Lennox, 2nd Battalion Grenadier Guards, has been appointed for duty with the Chinese regiment at Weihsien.

General Kuropatkin is celebrating the birth of the Tsar's baby son, who it is interesting to note, has already been appointed Colonel of several regiments of Cossacks.

A Berlin physician has announced that a red nose may be cured by the repeated application for a few seconds, without friction, of a folded piece of lint moistened with benzine.

Last week's plague return included only one case. The port was free of communicable disease. The report for the 48 hours ending noon yesterday was also blank.

An account of the finding of the Naval Court at Shanghai as to the circumstances attending the sinking of the *Hipson* by a Russian destroyer on July 4th will be found on page 5.

The visitors to the City Hall Library and Museum for the week ending 28th August, 1904, were 203 non-Chinese and 51 Chinese to the former, and 77 non-Chinese and 1,328 Chinese to the latter institution.

A Durban correspondent telegraphs to a London journal that among the recent emigrant arrivals there is a large number of boxers, some of whom took part in the attack on the Legations in Peking. This is too interesting to be true.

The trophy guns which have been declined by the London County Council have been allotted by the Military authorities, the China Trophy Gun to the City of Westminster, and the South Africa Trophy Gun to the Borough of Guildford.

It is probable that H.B.M.'s Consul-General at Newchwang, Mr. Little, will take short leave, to be spent at Peitaiho, this month, as his application for home leave has not been granted so far, notwithstanding his five years' continuous service at Pakhoi.

Viceroy Chang Chih-tung is now completely recovered from his late illness. His recovery is due to Dr. Cheng, whom the Viceroy had specially engaged from Shanghai. Cheng Kung-pao has paid Dr. Cheng the sum of three-thousand taels.—*Universal Gazette*.

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"Jack Burke" of South Africa states that he is willing, prior to leaving for America, to meet any middleweight in the Colony in a boxing contest, for \$250 to \$1,000 a side and gate receipts; winner to take all, or 75 per cent. to the winner and 25 per cent. to the loser.

The arrival of M. Cito as successor to Mr. Willis E. Gray as the head of the American-China Development Co. (the Canton-Hankow Railway) has been followed, says the *N.C. Daily News*, by the cancelling of Mr. Kingford's appointment as chief accountant, that gentleman receiving his full salary up to the end of his agreement, and the appointment of Mr. C. C. Baldwin as agent of the Company in China.

Thus an irrepressible Home journal: The males and females of Japan are from a very early age instructed in physical exercise, with the result that at maturity the women are almost as strong as the men. It is not an unusual sight to see a company of girls who are strolling along a country road, step back a few yards for headway, and then, following a leader, all nimbly clear a five-foot fence by leaping over it. This would have been quite worthy of Mr. Hancock.

There seems to be some doubt at present as to whether the Japanese or Koreans rule in Seoul, and the following paragraph, the *Kobe Chronicle* thinks, may help to elucidate matters.

Last month, according to the *Coree Review*, the Japanese Minister at Seoul called upon the editors of the two Korean papers published in the city and informed them that the matter to be inserted in their papers must be submitted to the Japanese authorities for approval the night before its publication.

When they were dreading an engagement in the Shanghai river, one of the local papers said: On one side of the Cosmopolitan Dock, where the *Aeskold* lies, is the Standard Oil Co.'s property, which is valued at over \$1 million dollars; Melchers and Co.'s godowns and wharves in the vicinity, while the Dock is British registered. Hence is a pretty nut for Japan to crack. The Standard Oil Co. has made strenuous demands on Consul-General Goodnow to protect their property.

According to a telegram from Hamburg, the North German Lloyd steamship *Maria Theresa* and the four Hamburg-American liners purchased by Russia have left Libau under sealed orders fully armed and equipped for employment as cruisers. A Laffan wire adds that on the route they will exercise the full rights of belligerents. Five other cruisers follow them shortly, making a total of seven ships purchased from Germany at a cost of 14,000,000 rubles, provided by the Tsar from his personal purse.

R.A.O.B.

At a regular meeting of members of the R.A.O.B. King Edward VII. Lodge, held in the Club Rooms on Saturday last, Primo P. D. Hyatt was installed in the chair for the ensuing month and invested his officers as follows:—Sitting Primo, Primo P. D. Hyatt; City Tyler, Bro. W. Skinner; City Chamberlain, Bro. W. Walston; City Constable, Bro. Serveda; City Taster, Mr. Wong Ko Tong; City Secretary, Primo J. J. Blake; City Treasurer, Bro. Young Hea; City Minstrel, Bro. MacLean; City Physician, Primo Thompson; City Register, Bro. T. Webb; City Waiter, Primo Radliff; Assistant City Waiter, Primo H. P. Madar; Alderman of Benevolence, Primo J. H. Oxberry. In the course of the ceremony Primo Stainfield was presented with a very handsome jewel. An entertainment then followed, to which there contributed Primos Hyatt, Oxberry, Stainfield, Goodwin, and Setha, Bros. Pestonji, Bailey, Cooper and Webb. The proceedings ended up at midnight with "God Save the King."

THE NAVY LEAGUE IN HONGKONG.
Speaking of the recent visit to Hongkong of Mr. Henry F. Wyatt of the Navy League, the *Navy and Military Record* says:—
A meeting was held at Hongkong under the auspices of the very influential branch which has existed there for some years. Sir H. A. Blake, the Governor, presided, and in his address said: The labours of the Navy League in keeping before the people of the British Empire the minimum requirements to satisfy the conditions of safety were labours that must be appreciated by every Government. Supreme at sea is absolutely necessary for us, and whatever the cost we must secure at once that the navy should be sufficient, efficient, and ready. This is in striking contrast to the attitude of Mr. Hall, H.M. Consul at Kobe, who, in the words of Mr. Wyatt, objects not only to the Navy League, but to the Navy. Perhaps we ought to add that Mr. Wyatt grossly misrepresents the Kobe consul.

MORE CHINESE HOOLIGANISM AT SHANGHAI.

A band of armed desperadoes belonging to the locality made a raid a few days ago on the house of a Mixed Court runner, living not far from the Railway Station, at Hongkong, Shanghai. Apparently the desperadoes had a grudge against the runner, who, by the way, is said to be a ne'er-do-well of the head runner in the Shanghai Magistrate's yamen, for they put a bullet through the neck of their victim besides sticking their knives in half dozen parts of his body. The desperadoes got off almost un molested, taking away with them eight well-filled trunks of fine clothes and jewelry and money—a valuable "haul" considering what ought to be the circumstances and position in life of the victim. However, there is evidently more in the philosophy of these yamen runners than outsiders wot of.

MR. JOSE MARIA GOMES.
We have also to announce the death of Sr. Jose Maria Gomes—son of Sr. Francisco d'Assis Gomes, one of Hongkong's oldest, and best-known Portuguese residents. He died from typhoid fever at 2.30 yesterday morning, and was buried in the afternoon. Mr. Gomes, who was 34 years old, was bookkeeper at the Hongkong Hotel.

THE WAR

[REUTER'S SERVICE]

THE RETREAT TO THE NORTH.

LONDON, 27th August.
General Kuropatkin, in a long and confused despatch, reports continuous fighting south-east of Liuyang, extending from the morning of the 24th to the evening of the 25th instant, when the enemy was advancing in force on Liang-dian-shan, 27 miles south-east of Liuyang; apparently after having ousted the Russians from their advanced positions.

(From Northern Papers.)

REPORTED GENERAL ATTACK UPON PORT ARTHUR.

CHEFOO, 20th August.
It is reported here that the Japanese made a plan to take Port Arthur within three days and a general attack upon Port Arthur had already begun.

THE GRAND ASSAULT.

CHEFOO, 22nd August.
The grand assault on Port Arthur is progressing. Over one hundred European refugees, and also Chinese, from Port Arthur have been stopped by Japanese ships and sent to Dairen. Their money was taken from them and no receipts were given to the Chinese.

LAND FIGHTING NEAR PORT ARTHUR.

CHEFOO, 22nd August.
The captain of the *Allanton*, in a letter from Vladivostock to the owner of the vessel, says:—"On Sunday, June 16, after being anchored (at Vladivostock) about half an hour, the harbour master came on board, sealed up all the ship's papers, and my correspondence with you; in fact, every scrap of paper with writing on it, and ordering the ship alongside the wharf to discharge before holding the Prize Court. The Prize Court was held on

LOCAL SPORT.

HONGKONG CIVIL SERVICE CLUB.

ANNUAL MEETING.

The annual meeting of the members of the Hongkong Civil Service Club was held yesterday evening in the Club-house. Hon. Dr. J. M. Atkinson presiding.

The Hon. Secretary (Mr. L. E. Brett) submitted the report, which was as follows:—

The season has been a most successful one for this Club: we are now firmly established on the south side of the new Recreation Ground at Happy Valley, where we have tennis courts, bowling greens and quoit beds, and where also we have erected a comfortably furnished pavilion with bar attached; we have a Cricket Ground near the pavilion, which we use on Saturdays during the Cricket season. The Cricket League competition put friendly games in the shade, all interest being centred in the result of the League. In a close race with the Army Ordnance Corps for the Shield, we were beaten by points by that Club. During the season we played 14 League matches; we won 11, drew 1, lost 2, the teams to beat us being the Hongkong Cricket Club and the Army Ordnance Corps. Hon. Dr. J. M. Atkinson kindly presented cups to be won by the bowler with the best analysis in League matches: this handsome cup was won by Mr. P. T. Lamble with 39 wickets at a cost of 4.50 runs per wicket. Mr. Witchell was 2nd with 30 wickets at 7.43 per wicket, and Mr. Jackman was 3rd with 33 wickets at 7.45 per wicket. Mr. J. Reidie presented a bat for the best batting average and a ball and silver stand for the best bowling analysis of the season. The bat was won by Hon. Dr. J. M. Atkinson with an average of 14.7 for 11 innings, and the ball by Mr. R. Witchell with 54 wickets at a cost of 5.9 per wicket. Mr. R. Witchell was the best all-round player of the season. Hon. Dr. Atkinson took a great interest in the Club, and it is due greatly to that interest that we finished so high up in the League table. The Club is well supplied with cricket and tennis gear, bowls and quoits, all of which are in good condition. Two quoit beds were laid down under the superintendence of Mr. Edwards, to whom the thanks of the members are due. Thanks are also due to Mr. Dougherty for the great interest he has taken in the laying of the bowling greens. The membership at start of season was 38, but it is now over 80. A quoit tournament was held during the winter. The singles were won by Mr. J. Denney, Mr. McKenzie receiving 2nd prize. The doubles are still to be decided. A bowls tournament is in progress at the present time. Hon. Dr. Atkinson betook his continued interest in the Club by a donation of \$25 to the prize fund of the bowls tournament. Mr. Whel did yeoman service for the Club, and on his departure for home on leave was presented on behalf of the Club with a piece of plate. When we consider that we have during this year built and furnished a pavilion, laid on water and gas and bought entire new stocks of cricket and tennis gear, quoits and bowls, the financial condition of the Club is to be marvelled at.

The report of the Hon. Treasurer (V. R. Alfred Carter) showed that the income during the past season had been \$82,68, leaving a deficit of \$34. The season had been a very expensive one for a newly-formed club, but thanks to the loyal support of the old members, backed up by a large number of new members, the Club had been able to make very good and sound progress, and had also equipped themselves for what promised to be a very successful coming season.

The CHAIRMAN said the report showed that there had been a most successful season. Marked progress had been made. Not only had the marshalled in which they were not been built and furnished, but it had been paid for, he understood, and in addition the membership of the Club had been more than doubled. During the winter months great interest was taken in the cricket. The Club team made a good bid for the League Championship, but the Army Ordnance Corps was too strong for them, and he thought their record could not be considered a bad one. Out of 14 matches 11 were won. Still, if they wanted to keep up their record next season they must put their best foot forward. There was no doubt that the Club had supplied a much-needed want in Hongkong. He was convinced that if they wanted to maintain their health and vigour in the East, exercise was above all things necessary, and the Club gave an incentive for that exercise. Many of the members had to work in unhealthy surroundings, and nothing could be better than to come down there and engage in sport or a keen game in one of the most picturesque valleys in the world. He would take that opportunity on behalf of the members generally of thanking Mr. Alfred Carter, the treasurer, for the great interest he had taken in the Club, and the time he had spent upon it; they could not have been in such a good position if it had not been for him. It also spoke well for the committee as business men that they were able to put forward such a good balance sheet. He proposed the adoption of the report and accounts.

Mr. J. REIDIE seconded, and the motion was agreed to.

Mr. L. E. BRETT proposed the re-election of Mr. W. H. Woolley as captain.

Mr. Reidie seconded, and the motion was agreed to.

Mr. WOOLLEY proposed that Mr. A. Brown be elected captain of the A team.

Mr. A. CARTER seconded, and the motion was agreed to.

Mr. W. Pitt moved that Mr. W. W. Cooper be re-elected vice-captain of A team.

Mr. Woolley seconded, and the motion was carried.

Other elections were made as follows:—

Bar Committee—Messrs. M. Iver, F. T. Robins, W. H. Woolley, and L. E. Brett.

Tennis Committee—Messrs. W. H. Woolley, R. C. Witchell, M. McIver, and Higby.

Bowls Committee—Messrs. J. Reidie, F. Howell, E. Dougherty, and W. Brand.

Quoits Committee—Messrs. A. Brown, J. Parkinson, Hudson and Duncan.

A vote of thanks to the Chairman, proposed by Mr. Woolley, brought the meeting to an end.

V.R.C. AQUATICS.

The V.R.C. annual aquatics are near at hand—they take place on the 5th, 6th and 7th prox.—with an off day on the 17th prox.—and training is in full swing. Here are some "tips" by a member who is "in the swim."

HALF-MILE CHAMPIONSHIP OF COLONY.

This open event will probably be secured either by J. Witchell or N. H. Alves. A. V. Barros and C. Humphreys ought to have a good fight for third. The latter, improving wonderfully, is a very powerful swimmer.

SWIMMING UNDER WATER.

E. Humphreys and F. M. Roza-Pereira are probable favourites. It would not be surprising, however, if C. Cooke or a "dark horse" carried the honours away from them.

TWO-LENGTH HANDICAP.

It would be unsafe to venture an opinion as to the result of this contest. Judging by recent races it seems that scratch men will be out of it. Too much is asked of them.

SIX-LENGTH CHAMPIONSHIP OF COLONY.

A. H. Alves, C. J. Cooke and J. Witchell should be the premier three; but C. Humphreys and R. Witchell may have a look in.

PLUNGING.

B. C. Witchell is the prospective winner, with A. Loureiro a formidable opponent. N. H. Alves and F. M. Roza-Pereira should also be close up.

RUNNING HEADER FROM SPRING BOARD.

This event is between Frank Jorge and C. Humphreys.

FOUR LENGTH HANDICAP.

Very hard to say. Scratch men may do better than in the two-length on account of the greater distance.

DIVING FOR PLATES.

This competition is regarded as a "dead cert." for C. Cooke. Anyon may be second.

HUNDRED-YARDS CLUB CHAMPIONSHIP.

Starters may be: C. Cooke, R. Brothers, Witchell, N. H. Alves and R. Lapsley. This should be a splendid race. Cooke or Alves ought to be first, and Lapsley second. One of the Brothers Witchell or Lapsley, however, might surprise us.

HIGH DIVE.

The high dive will very likely go to the winner of the running header.

THE CANTON BOOTY FUND.

In the House of Commons last month, in answer to Mr. Sharpe, who asked whether the Admiralty were now in a position to distribute the Canton Booty Fund among the survivors and next-of-kin of the seamen and marines who took part in the China War of 1852, and what sum would be available for distribution, Mr. Probyman stated:—Of the net proceeds of the sale of the booty taken at Canton when that city was captured in December, 1857, the amount awarded to the Navy was £28,848 2s. 7d. That amount was put into distribution in February, 1861, and payments are still being made to any persons able to substantiate their claims as survivors or their next-of-kin. In 1902 a Blue Book was published by the Admiralty giving particulars of the prizes money still unpaid, which had been put into distribution between January 1, 1855, and March 31, 1902, together with the names of the persons interested. The unclaimed shares in the Canton Booty Fund are included in the list, and the amount unpaid is about £1,400.

TOGO'S TRAINEE.

The Prince of Wales on 22nd ult. presented the annual prizes to the boys of the Worcester training ship, and in the course of his speech remarked:—"The sea service is to my mind the finest service which any man can adopt, and it is a pleasure to remember that a great commander should have served in this very ship—I think for eighteen months. I need hardly say that I mean the great Admiral Togo." It is interesting to mention that on board the Worcester when this was spoken was the man who taught the great Japanese his first knowledge of seamanship. This is Captain Henderson Smith, the late commander of the Worcester, who not only remembers his Japanese cadet of 30 years ago, but has corresponded with him ever since. Only a few weeks ago he had a long letter from the Admiral, who sent Captain Smith photographs of himself and his children and a lovely silver rose bowl for Mrs. Smith. "Togo," said the old captain to a newspaper representative, "was an excellent fellow. He was not what you would call brilliant, but a great plodder, slow to learn, but very sure when he had learnt; and he wanted to learn everything! He was a quiet, good-tempered young fellow and as brave as lion. You know what English boys are! They used to tease him numerically, and call him 'Johnny Chinaman.' When he got tired of that he would quietly put his books on one side, and say, 'No, I am not a Chinaman, and I will break the bones of anyone who says so again.' Then he would raise his arm, and my youngsters would bolt! They knew how strong he was, and did not tease him beyond his endurance. He was one of the best sailors the Worcester has ever turned out, and I need not say I am proud to have trained the greatest Admiral of the Far East."

Mr. J. REIDIE seconded, and the motion was agreed to.

Mr. L. E. BRETT proposed the re-election of Mr. W. H. Woolley as captain.

Mr. Reidie seconded, and the motion was agreed to.

Mr. WOOLLEY proposed that Mr. A. Brown be elected captain of the A team.

Mr. A. CARTER seconded, and the motion was agreed to.

Mr. W. Pitt moved that Mr. W. W. Cooper be re-elected vice-captain of A team.

SUPREME COURT.

Monday, 29th August.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR HENRY S. BERKELEY (CHIEF JUSTICE).

AN EX PARTE SUIT.

Yu Shing sued Shan Hing Chung for the costs of an action which plaintiff had brought against defendant. Mr. H. E. Pollock instructed by Mr. G. K. Hall Bruton, solicitor appeared for the plaintiff. The defendant was unrepresented.

Mr. Pollock in opening the case stated that they obtained leave on 1st July to appear ex parte. A certain document was delivered over to the defendant under this order, and the only question before his Lordship was the question of costs. When the defendant had this document handed over to him he promised to pay costs, but this he delayed to do, although it was told by the plaintiff's solicitor that if he did not pay the costs there would be a formal application made in the Court.

His Lordship gave judgment for the plaintiff with costs.

CLAIM FOR LAND IN THE NEW TERRITORY.

Wong Tai San sued Leung Hang for \$10,243 in respect of the purchase of land at Samshui Po in the New Territory. Hon. Dr. Ho Kai (Instructed by T. W. Tso, solicitor) appeared for the plaintiff. Defendant was not represented.

Dr. Ho Kai in his opening statement said the action was for the recovery of a sum secured by a bond given by the defendant to the plaintiff. Plaintiff was a banker at 33, Bonham Strand. Defendant was managing partner of the Yee Mow Tai firm, Mongkok sui, timber merchants, 29, Des Voeux Road. On 11th January, 1901, plaintiff purchased from Leung Hang for \$8,417 a piece of land having an area of 32,376 square feet registered in the Land Office as Section A of Samshui Po Lot No. 12, and the indenture was made between Leung Hang and the plaintiff, whereby it was assigned to him. By this assignment defendant became bound to the plaintiff to pay the sum of \$16,837. From that date plaintiff had had use of only a very small portion of the land, amounting to 1,463 square feet, and the remaining portion, amounting to 30,912 square feet, was lying idle awaiting the decision of the Land Court. The decision of the Land Court took away the land with the exception of the 1,463 feet, and Leung Hang was deprived of the use of the said premises.

His Lordship after hearing counsel gave judgment for the plaintiff with costs.

POLICE COURT.

Monday, 29th August.

BEFORE MR. H. H. J. GOMPERTZ (CHIEF MAGISTRATE).

CAUGHT IN THE ACT.

A Chinaman, described as having no occupation or abode, was charged with putting a stone in the electric tramway rails, near the Dutch Petroleum Co., Causeway Bay. A car-driver stopped his car and caught the man.

Mr. Gomertz told defendant he might have been hanged if anyone had been killed in consequence of his action.

Defendant said he "was new and did not know."

A fine of \$100 was imposed, or three months' imprisonment.

STONING THE POLICE.

During the typhoon, when a house collapsed at Yim Tin Tsai, the police were stoned while endeavouring to keep order. One of the culprits, a Chinaman, was fined \$25 or one month's imprisonment.

A \$5. TRAM FARE.

For endeavouring to have a ride on an electric car without paying, by producing a used ticket, a Chinaman was fined \$5.

LOTTERY TICKETS.

A man was charged with selling the tickets of a Chinese lottery. Mr. H. W. Looker, solicitor, appeared for the defence. The case was dismissed.

CAPTAIN CAUTIONED.

The captain of the ss. *Skylane* was charged with anchoring amongst the telegraph cables. He said it was the first time he had ever been to Hongkong; he was ignorant of the regulations, and he came in during the typhoon. He was cautioned.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

THE "KONG-SIO" CASE.

Seven men were charged on remand with perjury. Mr. M. W. Shadie, barrister, instructed by Mr. E. J. Grist, solicitor, defended. Mr. E. R. Halifax, deputy superintendent of police, prosecuted.

The case was dismissed.

GAMBLING.

Eleven men were charged with playing *fan-tan* near brickworks, on the hillside near Deep Bay. One was fined \$150, one \$10, and the rest \$5 each. Six other men charged with playing *hak-ko* were fined \$3 each, or ten days' imprisonment.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 29th at 11.20 a.m.: The barometer has risen slightly in S. China, and it has at all other stations, but is stationary in the Philippines.

The greatest pressure is now found in the southern Philippines, and the least in the P. C. F., eastward of the Loocboos.

The typhoon, last referred to on Aug. 28, is as a depression moving slowly to the N.E. overland, would appear to have made its way into the Formosa Channel, entering it between Amoy and Swatow.

Fresh variable winds will be met with in the northern part of the China Seas. Forecast:—Moderate W. to S.W. winds, fine.

TRADE NOTES.

The following items are gleaned from trade reports by the latest Home mails:

Manchester reports a good volume of business in some sections of the cloth market, which has mainly arisen through various manufacturers being quite willing to enter into contracts for deferred delivery on the basis of new crop cotton. Through all channels a fair business of this character has taken place, but the most important transactions arranged have been for China. Both grey staples and bleaching as well as dyeing goods have been dealt in, with the effect of placing various makers well under contract.

In the woollen trade, it is reported from Dowry that some firms are still busy on Army goods for the Far East.

It is certainly strange, writes the *Times* commercial correspondent at the Hague, that Amsterdam should have become one of the greatest international markets for petroleum stocks. There is in Holland no more unpopular class of stocks than mining shares. Yet we have put money into many petroleum enterprises, which, of course, all partake of the essential nature of mines. The two greatest Anglo-Russian companies have their shares not only quoted in Amsterdam, but dealings in them are more frequent, and prices are more close, in the Dutch capital than in London. The Dutch oil companies in Hanover, in the Alsace, in Galicia, and in Romania. They are interested in the Shell Transport Company, and control the new Asiatic Company, which has its headquarters in London. Above all they have a number of companies working in Dutch India, half a dozen of them with fair, and a couple with conspicuous success. One of them, the Koninklijke (Royal) is gradually acquiring a preponderating position by absorbing other companies. It has a capital of only £500,000, but has written off more than £1,500,000 during 14 years' career that has not been without its vicissitudes. For 1903 this company has just paid its record dividend of 65 per cent, and about a month ago its shares were quoted at 550 per cent; they have since been 430. There has been a fierce stock-exchange fight over them. On the one hand it was said that a new war with the Rockefeller interest was imminent; and, whatever may be the truth of this prediction, it is quite certain that Rockefeller's American Petroleum Company of Rotterdam is now advertising benzine at a "cut rate." To benzine is due the great prosperity of the Royal company. Up to 1902 this by-product was burned as worthless in India; now it is sold in vast quantities all over north-west Europe at a high price.

The United States dry goods market is thus reported:—While conditions in the dry goods trade remain unusually quiet as far as the domestic demand is concerned, the export business, particularly for China

NEW ADVERTISEMENTS

WANTED.

BY a Gentleman, as an ASSISTANT in a Store or Office or Hotel Runner. Best references.
Apply— H. M.,
Care of Daily Press Office,
Hongkong, 30th August, 1904. [2107]

TO LET.

NOS. 6 & 7, ROSE TERRACE, Kowloon.
Apply to— No. 8,
Care of Daily Press Office,
Hongkong, 30th August, 1904. [2108]

DIOCESSAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be Resumed on THURSDAY, 1st September.
Hongkong, 30th August, 1904. [2109]

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be held at VOLUNTEER HEADQUARTERS, on FRIDAY, SEPTEMBER 2ND, at 9 P.M. Tickets \$2 and \$1, may be obtained from Messrs. Kelly & Walsh or Volunteer Headquarters. Tickets already purchased for August 27th hold good for this date.
Hongkong, 30th August, 1904. [2110]

VICTORIA RECREATION CLUB.

AQUATIC SPORTS 1904. THE ANNUAL AQUATIC SPORTS will be held on the 5th, 6th, 7th and 17th September, in the CLUB ENCLOSURE, Austin Road, Kowloon. Sports commence on 5th and 6th at 4.30 p.m. and on 7th and 17th at 4 p.m. Sharp.

Admission for Gentlemen, non-members, 50 cents each day. Soldiers and Sailors in uniform, half price.

Tickets for Admission may be obtained at the gate, or from the undersigned, care of Messrs. Gibb, Livingston & Co.

The Secretary's Lunch will have Blake Pier on MONDAY and TUESDAY, the 5th and 6th, at 4.5 p.m. Sharp, and on WEDNESDAY and SATURDAY, the 7th and 17th, at 4 p.m. Sharp, to convey spectators and competitors.

HAROLD C. AUSTEN,
Hon. Secretary.

Hongkong, 30th August, 1904. [2111]

VICTORIA RECREATION CLUB.

AQUATIC SPORTS 1904. THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the Ladies of Hongkong at the CLUB ENCLOSURE, Austin Road, Kowloon, on WEDNESDAY, 7th, and SATURDAY, 17th September, at 4 p.m. Sharp, on the occasion of the Annual Aquatic Sports.

By kind permission of Lieut-Col. C. N. Watts and Officers, the Band of the 1st Bn. Sherwood Foresters will play selections during the afternoon.

HAROLD C. AUSTEN,
Hon. Secretary.

Hongkong, 30th August, 1904. [2112]

HONGKONG FROZEN FOOD SUPPLY DEPOT,
No. 3, Ice House Street, [2123]

NOTICE IS HEREBY GIVEN that the above Company with all existing Contracts has been purchased by the DAIRY FARM CO. LTD., who will conduct it on their own account on and after 1st September next. Accounts due to the Hongkong Frozen Food Supply Depot will be collected by the Dairy Farm Co., Ltd. Accounts against the Hongkong Frozen Food Supply Depot to 31st August should be rendered to the present management as soon as possible.

LAU KUE TONG,
Manager.

Hongkong, 3rd August, 1904. [2113]

NOEDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR SANDAKAN AND KUDAT. Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN AND ZAMBOANGA.—THE Company's Steamship.

"BORNEO."

Captain E. Muile, will be ready to load for the above ports on MONDAY, the 5th September. For Freight or Passage, apply to:

MELCHERS & CO., Agents.

Hongkong, 30th August, 1904. [2114]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship.

"KUMSANG,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 p.m., of the 31st inst. will be landed at Consignee's risk and expense, into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 29th August, 1904. [1938]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEEs.

FROM YOKOHAMA, KOBE AND SHANGHAI. THE Steamship

"NIPPON."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claim will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriters before Noon, on the 4th September, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 4th September, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 29th August, 1904. [3]

NEW ADVERTISEMENT

NAVIGAZIONE GENERALE ITALIANA. (Florio and Hubertine United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG. Having connection with Company's Mail Stammers to ADEN, SUZU, PORT SAID, also MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, and MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGHDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA," Captain Magazzini, will be despatched as above on SATURDAY, the 16th September, at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 29th August, 1904. [4]

ST. JOHN AMBULANCE ASSOCIATION.

IT is proposed shortly to hold Two Courses of LECTURES for LADIES, one in First Aid to the Injured, the other in Home Nursing, in connection with the above Association. Holders of Nursing Certificates will be invited to register themselves for service in the Hospital of the Co. only in case of need, but it will be obligatory to pass an examination in First Aid before the Lectures in Nursing can be attended.

Ladies who are willing to enter for these courses are requested to send in their names to the Hon. Secretary (Rev. F. T. Johnson) before September 15th.

If a sufficient number of candidates be forthcoming one series of lectures will be given at the Peak and one in Victoria.

Hongkong, 27th August, 1904. [2083]

PURE FRESH WATER.

THIS HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W. J. W. KEW, Manager, 1st Floor, 37, Connaught Road, Hongkong, 13th June, 1904. [1933]

NOTICE TO SHIPPERS.

THIS NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S.S. CO. and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager, Hongkong, 20th May, 1904. [2123]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TO-DAY (FRIDAY), the 30th AUGUST, 1904, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street),

A QUANTITY OF FRENCH BOOTS AND SHOES. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 29th August, 1904. [2097]

PARTICULARS OF THE LOT.

No. of Sale Registry No. Locality Boundary Measurements Content in Square ft. Annual Rent Upset Price.

1 Island Lot 1729 New Shantung Road 170' x 80' 137' 60' 17,671 142' 5,368

PUBLIC AUCTION.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.

Hongkong 28th April, 1904. [1121]

L UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept risks against FIRE at current rates.

SIEMLSSSEN & CO.

Hongkong, 1st January, 1904. [105]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

REUTER, BROCKELMANN & CO.

Agents.

Hongkong, 21st April, 1897. [90]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at current rates.

DOUGLAS LAPRAIK & CO.

Agents for the Phenix Fire Office.

Hongkong, 17th August, 1897. [2]

PARTICULARS OF THE LOT.

No. of Sale Registry No. Locality Boundary Measurements Content in Square ft. Annual Rent Upset Price.

1 Island Lot 180 Austin Land and Kimberley Road, Rowson 100 28' 9" 135' 60' 16,915 180 6,190

INTIMATIONS

ZETLAND LODGE NO. 525, E.C.

AREGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL, on THURSDAY, the 1st SEPTEMBER, at 8.30 for 9 P.M. precisely. Visiting Brethren cordially invited to attend. Hongkong, 24th August, 1904. [2086]

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1905, 1906, 1907.

TENDERs will be received by the Secretary to the Governor, Sandakan, on or before the 15th November, 1904, for the following Revenue Farms, for the year 1905, or for the three years 1905, 1906, 1907.

ORIGIN FARMS, SPENT LICENSE FARMS, PAWNBOATING FARMS, GAMBLING RESTRICTION FARMS (North Borneo only).

For particulars, apply to—
MESSRS. GIBB, LIVINGSTON & CO.,
Hongkong, 27th August, 1904. [2084]

BRITISH NORTH BORNEO.

CUSTOMS FARM 1905.

TENDERS are invited up to 12 NOON, 15th November, 1904, for the Customs Farm, including the sole right to collect all Import and Export duties payable to Government exclusive of Import duties on Wines, Beer and Spirituous Liquors which are farmed up, rarely, and Export duty on Estate Tobacco, Timber, Coal, Minerals, Cutch and Manufactured products for the year 1905.

Tenders may be for the whole territory (exclusive of Province Clarke) extending from Sepitong River in Padas Bay on the West Coast, to Bourne Point, Sibuk Bay on the East Coast, including all Bays, Rivers and Islands within the State, or for each separate district.

Each tender should state the monthly rent tendered.

This Farm is subject to the laws and regulations now in force or to any laws or regulations which may from time to time be enacted or issued by Government.

Any further information on the subject may be obtained from Messrs. Gibb, Livingston & Co., Hongkong, the Finance Commissioner, Sandakan, or from the Residents or Officers-in-Charge of the different districts or stations.

Tenders should be sealed and addressed to the Secretary to the Acting Governor of British North Borneo.

Every tender must state the nature of the security to be offered, and which must be partly in cash, to be deposited in an approved Bank or partly in land and house property.

The Government does not bind itself to accept the highest or any tender.

Hongkong, 27th August, 1904. [2085]

NOTICE TO SHAREHOLDERS.

THIS ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Offices of the General Managers, on SATURDAY, the 10th SEPTEMBER, at 12.30 P.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th SEPTEMBER, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 23rd August, 1904. [2070]

NOTICE.

A. S. WATSON & CO.,

**THE NAVAL INQUIRY
RE "HIPSONG."**

The finding of the Naval Court at Shanghai, touching the loss of the s.s. *Hipsong*, is as follows—

That the steamship *Hipsong* was sunk by being shelled and torpedoed by a Russian torpedo-boat-destroyer, number 7, name unknown, on July 16th, 1904. Position approximately Lat. 38° 55' 30" N. Long. 130° 57' 30" E.

That the master was a fully experienced officer, and having been in command during the Franco-Chinese war, and the China-Japanese war, and also during the present war, he was fully cognisant of the ordinary established usages of war as regards belligerent and neutral vessels. That there was no contraband on board the *Hipsong*, and the only passenger was one Russian merchant besides twenty-two Chinese; there was no Japanese on board.

That the master appears to have navigated his vessel in a seamanship and proper manner, and to have acted in a correct manner when challenged by the Russian destroyer, in so much that he stopped, went full speed astern, and when the way was off the ship, again stopped the engines; and further, when he was challenged he at once made known his nationality. When the casualty was inevitable the master appears to have done all in his power to save life.

That the officers and crew appeared to have carried out their duties to the last moment and to have used their utmost endeavours to save the lives of the passengers, the loss of life being reduced to one passenger.

That the vessel appears to have been sufficiently manned and seaworthy at the time of the loss.

That the Court desires especially to direct the attention of the Board of Trade and the Foreign Office to the fact that the steamship *Hipsong* was proceeding with due caution between Newchwang and Chefoo, and that without any just cause or reason, was sunk without any warning by being torpedoed, and that the loss of life was due to shell fire, prior to the act of torpedoing by a vessel, and that these acts were done by a Russian torpedo-boat destroyer, name unknown, but numbered 7.

That the Court, in pursuance of the powers vested in it by section 483 of 57 & 58 Vict., chap. 60, orders that the sum of £2,10, being the costs of the proceedings before the said Court, be paid by Messrs. Jardine, Matheson & Co., at whose request the Naval Court was summoned, and they are hereby ordered to pay the said amount accordingly.

Given at Shanghai this 23rd day of August, 1904.

The judgment we have taken from the *Shanghai Mercury*. Here are some salient features of Captain R. C. D. Bradley's evidence, as reported by the *N.C. Daily News*.

The *Hipsong* having left her anchors up and managed to turn head down stream under steam, proceeded from the anchorage at Newchwang down river towards the Newchwang Bar under the charge of pilot Lawrence. The passage down the river and across the bar was managed without stoppages, and the pilot was disembarked outside of the Newchwang Bar at about 4:15 p.m. (The Captain) then took some azimuths by the sun to check the errors on the courses that would take the ship down the coast during the night, and then the ship going full-speed ahead, at about 5:10 p.m., I set the course S. W. 4 S by the standard compass, which would be S. 33° deg. W. true. At about 11:15 p.m. Res. Point was abeam, either 2° or 3° miles of (I do not remember which), and as the ship—owing to a strong ebb tide—had come down the coast at a much greater rate over the ground than I had estimated that she would travel, I then ranged "half-speed" on the engine-room telegraph, and altered the course to S. by W. 3° nothing S, which would be S. 17° deg. W. true, and would be I expected a true course of S. 18° deg. W. The reason why I reduced speed to "half-speed" when off Res. Point was because having received notice from the Chinese Imperial Maritime Customs that floating mines had been seen on the open sea, and that some had been seen in the neighbourhood of Iron Island, I wanted to have good daylight when getting down to Iron Island so that I could see objects floating on the water, and if mines, avoid striking them. Thought of danger from either Russian or Japanese men-of-war fire never at any time occurred to me.

At 4:15 a.m. on the 16th July Iron Island was astern bearing East by the standard compass, and distant 1½ miles. I then altered the course to S. by E. and went down off the bridge. The weather being beautifully clear for miles all round the ship and the land boldly distinct, only Iron Island had a small cloud resting on its summit, and a long way ahead there was an appearance as though a fog bank was making up from the southward. At about 4:20 a.m.—I at that time being in my room and going to fill my pipe—I heard the sound of a shot fired from somewhere to the westward of the ship. I at once put my pipe down and ran out of my room to the bridge ladder, meeting the second officer half-way down the ladder, and who said words to this effect, "A torpedo-boat has fired a shot across the bow, sir." I answered with words to this effect, "All right, sir, hoist the ensign up, and running up on the bridge and across the telegraph stand, I rang "stop" on the engine-room telegraph. I had no sooner done so, than another shot was fired from a torpedo-boat destroyer that was on our starboard side astern of the beam. I at once rang "full speed astern" on the engine-room telegraph. Then another was fired from the torpedo-boat destroyer, and then another and another—the intervals between the shots not being a long one—and as one shot passed cross behind me on the bridge, hitting something which I believe was the chart-table, I then realised that the torpedo-boat-destroyer was firing at the ship, so I called out to the chief officer whose voice I heard on the lower bridge: "Mr. Smith, get the boats out," or words to that effect, and also called out to a lot of the Chinese who were crowding into the small working-boat that was always carried hanging in the davits to get out of the boat so that she could be lowered down into the water. Meanwhile the torpedo-boat destroyer was firing at the ship—but how many shots I cannot say, as I did not count them—and she then fired what I believe was a torpedo—anyhow the ship was struck in the stern by either a shell or a torpedo, and there was a vibration felt, and she began to sink by

the stern. Before the ship was struck by this shell or torpedo, the English ensign was up and flying from the flagstaff aft, and I had recognised the Russian ensign on the torpedo-boat-destroyer. When the way was nearly off the ship, I rang "stop" on the engine-room telegraph, and then recognising that the ship was doomed, the idea of life-belts for the Chinese came into my mind, so I ran down into the saloon to one of the cabins where they had been kept, but found that others had been before me. Still seeing two, I unfastened these up, and noticing a big carving-knife as I passed the pantry door, I picked it up to cut away the lashings of some of the boats. Running out of the saloon, I threw the life-belts at some of the Chinese, and then clambered up on the boatskins and started in cutting adrift the starboard skid and started forward life-boat, so that she could float off when the ship sank. I then cut through three of the grime lashings of the next boat astern, but could not cut through the fourth lashing because of a wire-soizing. Finding that I could not cut it through, I threw away the knife and jumped down on deck, and then noticing that the torpedo-boat destroyer had come alongside the ship on the starboard side by the fore rigging, and that the people were setting over the rail and on board of her, I began hurrying the Chinese along the deck towards the fore part. Most of them being on board the destroyer, the officers and engineers began calling out to me to come on board the destroyer; so having hoisted a young Chinese woman over the rail who had caused me some delay, and got her caught hold of by some of the people on the torpedo-boat destroyer, I got down a rope on to the bridge of the destroyer, where the captain of the *Hipsong* and the other captain of the *Retiven* were. The Russian captain then asked me if I had got the ship's papers. To which I answered that I had got the ship's papers. "By Jove! no; mean forgot words to this effect." By Jove! no; mean forgot all about them; but I'll jolly soon get them. And I started back to get them. The chief officer wanted to go, saying, "Captain, let me go"; but I would not let him; so getting up the side again, I ran along the main deck and across, and up on to the lower bridge and into the chart-room; collared hold of the dispatch box, to get it and myself back on board the *Retiven*, to the bridge of the *Hipsong*. The Russian captain then gave some orders in Russian, the rope was cast off, and the destroyer backed away from the *Hipsong*, which was raising her bow out of water. Then the *Hipsong* raised her bow right out of the water to near the No. 2 hold, and the funnel was engulfed; and she then slid down stern first and disappeared beneath the water, leaving some wreckage and the starboard life-boat still floating bottom up above to the spot where she had disappeared. As some of us on the destroyer then noticed a Chinaman on a piece of wreckage, and what looked like another one on another piece, I asked the captain of the *Retiven* to steam towards them. He did so, and on the way I saw one of the *Hipsong*'s boats floating full of Chinese. Before we got to where the *Hipsong* went down this boat came alongside and all the Chinese came on board. Then the second officer and some of the Russians got into the boat and pulled towards the wreckage. They rescued two Chinese, one of whom was severely wounded in the leg. Then the ship's boat having been passed astern and the painter secured, the Russian torpedo-boat steamed towards the mainland towing the *Hipsong*'s boat astern of her. We passed close along the north shore of Reef Island and then headed for Pigeon Bay. Whilst on the bridge of the torpedo-boat destroyer, I asked the Russian captain what he meant by firing on a defenceless merchant ship flying the British flag. He answered words to this effect: "Why not stop?" I told him I did stop the engines as quick as I could get to the telegraph, and I then tried to explain to him that a single screw steamer going at full speed ahead could not be brought to a standstill in an instant of time by her engines; that I rang "stop" on the engine room telegraph as quick as I could after he had fired the first time, and that I almost immediately after (as he fired again) sang "full speed astern," but that of course the propeller could not bring the ship to a standstill at once, as the ship was bound to carry good headway for a minute or two until the backing power really began to take effect, and that he should have made allowance for that sort of thing, and then found out who we were and where we were bound to. After a good deal of talk on that subject, he then asked me why the ship's lights were not burning. I told him that they were burning and burning brightly, and that the ship had particularly good lights. He also asked me why I had fired on his ship. I told him that I had not fired on his ship, and that it was ridiculous of him to imagine that anyone on board the *Hipsong* could have fired at his ship, his ship being a man-of-war, and that anyhow it was commonsense that merchant seamen fought on the hop as we were, wouldn't think of firing at anybody, but with the ship sinking under their feet would only think of saving their lives. We spoke a good deal together almost constantly on the way to Pigeon Bay, and he asked me if I would have some coffee and spirits, but I did not wish any. He was kindly and courteous in his manner, and said words to this effect, "A torpedo-boat has fired a shot across the bow, sir." I answered with words to this effect, "All right, sir, hoist the ensign up, and running up on the bridge and across the telegraph stand, I rang "stop" on the engine-room telegraph. I had no sooner done so, than another shot was fired from a torpedo-boat destroyer that was on our starboard side astern of the beam. I at once rang "full speed astern" on the engine-room telegraph. 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I then cut through three of the grime lashings of the next boat astern, but could not cut through the fourth lashing because of a wire-soizing. Finding that I could not cut it through, I threw away the knife and jumped down on deck, and then noticing that the torpedo-boat destroyer had come alongside the ship on the starboard side by the fore rigging, and that the people were setting over the rail and on board of her, I began hurrying the Chinese along the deck towards the fore part. Most of them being on board the destroyer, the officers and engineers began calling out to me to come on board the destroyer; so having hoisted a young Chinese woman over the rail who had caused me some delay, and got her caught hold of by some of the people on the torpedo-boat destroyer, I got down a rope on to the bridge of the destroyer, where the captain of the *Hipsong* and the other captain of the *Retiven* were. The Russian captain then asked me if I had got the ship's papers. 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SHIPPING.

ARRIVALS.

CHIHLI, British str., 1,041. Goo Hooker, 28th August.—Shanghai 23rd August, General Butterfield & Swire.
Our Portuguese gunboat, 750, P. Coutinho, 29th August, from Macao.
GLENMALLOC, British str., 1,014 R. Peatney, 29th August.—Singapore 23rd August, General—Chinese.
KUMASO, British str., 2,077. E. J. Buller, 20th August.—Canton and Singapore 23rd August, General—Jardine Matheson & Co.
LIEVENSON, German str., 1,238. Th. Lehmann, 28th August.—Shanghai 23rd August, General—Siemens & Co.
RUHI, British str., 1,611. R. W. Almond, 29th August.—Manila 27th August, General—Shean, Tones & Co.
SPEZIA, German str., 4,148. M. Miltzoff, 28th August.—Kehing 26th August, General—Hamburg-American Line.
TANGLIS, German str., 1,280. F. Leuss, 29th August.—Bangkok (Kohchang) 22nd August, General—Rice—Butterfield & Swire.
TELEMACHUS, British str., 1,340. J. Williamson, 28th August.—Shanghai 24th August, Meal & Chinese.
YUEN-SANG, British str., 1,128. T. M. Meyrick, 29th August.—Manila 20th August, General—Jardine Matheson & Co.

CLEARANCES.

AT THE HONGKONG MASTERS' OFFICE.
29th August.
Achenharden, British str., for Moji.
Claverhouse, British str., for Yokohama.
Kraus, British str., for Weihaiwei.
Rendva, British str., for Amoy.
Sokha, British str., for Port Angeles.
Tydene, British str., for Shanghai.
Vedde, British str., for Chinkiang.

DEPARTURES.

29th August.
DEVAWONOUSE, German str., for Bangkok.
FRITHJOE, Norwegian str., for Temsui.
HAIAN, French str., for Pakhoi.
HANOI, French str., for Haiphong.
KWANGTZE, Chinese str., for Shanghai.
KWANGTAH, Chinese str., for Canton.
LOONGMOON, German str., for Shanghai.
LOONGSAM, British str., for Manila.
LYEEMON, German str., for Canton.
VEDDE, British str., for Shanghai.

VESSELS IN DOCK.

29th August.
ABERDEEN DOCKS.—Inukum, Kowloon.
WOKLOON DOCKS.—U. S. S. Pathfinder,
Shanghai, Lothian, Changsha, Shawmut, Koral,
Sikhi, Lightning, Clara Jenson.
COSMOPOLITAN DOCK.—Shaunting, Cranley.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

HAINAN.—Captain Crowe will be despatched for the above ports TO-DAY, the 30th inst., at NOON.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, 27th August, 1904. [2691]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUEZ and PORT SAID.
(Taking cargo at through routes to the BRAZILS
to SOUTH AFRICA, RED SEA, BLACK SEA
LEVANT, VENICE and ADRIATIC PORTS)
THE Company's Steamship

"NIPON,"
Captain Mistorrigio, will be despatched as above
TO-MORROW, the 31st inst., P.M.
For information as to Passage and Freight,
apply to
SANDER, WIELLER & CO.,
Agents.
Princes' Buildings.
Hongkong, 2nd August, 1904. [2691]

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 6th September, 1904,
at 1 p.m., the Company's Steamship
"MANCHE," Captain Mourad, with
Mail, Passengers, Specie and Cargo, will
leave this Port for MARSEILLES via Ports
of Call, Transhipping Passengers and Cargo at
Sagou to s.s. "Polyphony."

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only or Monday, the 5th September, Specie and
Parcels received until 4 p.m. on the same day.
No cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.

6. DE CHAMPEAUX,
Agent.
Hongkong, 24th August, 1904. [2691]

JAVA-CHINA-JAPAN LYN.

FOR BATAVIA, CHERIBON, SAMA-
RANG, SOERABAIA & MACASSAR
(taking cargo to all ports in Netherlands Indi-
an through Bill of Lading).

THE Steamship

"TJILATJAP,"
Captain Koops, will be despatched for the above
ports on or about WEDNESDAY, the 31st
inst., P.M.

For information as to Freight and Passage,
apply to the

Head Agent of the
JAVA-CHINA-JAPAN LYN.
(Alexandra Buildings, 3rd Floor),
Hongkong, 26th August, 1904. [2691]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, AMSTERDAM & ANTWERP	PELEUS	Brit str.	Butterfield & Swire	To-day.	
LONDON, ANTWERP, VIA SINGAPORE, &C.	JAVA	Brit str.	Borchman	About 2nd Sept.	
LONDON & ANTWERP	BENTVORLICH	Brit str.	P. & O. S. N. Co.	About 7th Sept.	
LONDON, &c., VIA PORTS OF CALL	CHUSAN	Brit str.	A. Thompson	10th Sept., Neon.	
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit str.	Tydeus	13th Sept.	
LONDON, AMSTERDAM & ANTWERP	PATROCULUS	Brit str.	BUTTERFIELD & SWIRE	27th Sept.	
LONDON, AMSTERDAM & ANTWERP	PINGSY	Brit str.	BUTTERFIELD & SWIRE	11th Oct.	
MARSEILLES &c., VIA PORTS OF CALL	MANCHE	Brit str.	BUTTERFIELD & SWIRE	15th Oct.	
BREMEN, VIA PORTS OF CALL	GNEIBAU	Brit str.	BUTTERFIELD & SWIRE	16th Sept., at 1 P.M.	
HAVRE & HAMBURG	SPEZIA	Brit str.	BUTTERFIELD & SWIRE	14th Sept., Neon.	
HAVRE & HAMBURG	ANDALUSIA	Brit str.	BUTTERFIELD & SWIRE	To-day.	
HAVRE & HAMBURG	SAMBIA	Brit str.	BUTTERFIELD & SWIRE	11th Sept.	
HAVRE & HAMBURG	SCANDIA	Brit str.	BUTTERFIELD & SWIRE	18th Oct.	
HAVRE & HAMBURG	SUEVIA	Brit str.	BUTTERFIELD & SWIRE	1st Nov.	
HAVRE, LONDON & ANTWERP	BRISGAVIA	Brit str.	BUTTERFIELD & SWIRE	1st Sept.	
TRISTE, &c., VIA SINGAPORE, &c.	MONTENEGRO	Brit str.	BUTTERFIELD & SWIRE	10th Sept.	
GENOA, MARSEILLES & LIVERPOOL	LOTHIAN	Brit str.	BUTTERFIELD & SWIRE	11th Sept.	
GENOA, MARSEILLES & LIVERPOOL	NIPON	Brit str.	BUTTERFIELD & SWIRE	20th Sept.	
NEW YORK, VIA SUZZ CANAL	ALCINOUS	Brit str.	BUTTERFIELD & SWIRE	3rd Oct.	
NEW YORK, VIA SUZZ CANAL	EPSOM	Brit str.	BUTTERFIELD & SWIRE	18th Oct.	
DURBAN, NATAL	ATHOLL	Brit str.	BUTTERFIELD & SWIRE	19th Oct.	
LOTHIAN, &c.	ROBE	Brit str.	BUTTERFIELD & SWIRE	1st Nov.	
YOKOHAMA, VIA SHANGHAI, &c.	YOKOHAMA	Brit str.	BUTTERFIELD & SWIRE	1st Sept.	
VICTORIA (B.C.) & SEATTLE VIA NAKI, &c.	TELEMACHUS	Brit str.	BUTTERFIELD & SWIRE	1st Sept.	
PORTLAND, OREGON	PLEIADES	Brit str.	BUTTERFIELD & SWIRE	17th Sept.	
AUSTRALIAN PORTS	ARAGONIA	Brit str.	BUTTERFIELD & SWIRE	14th Sept.	
AUSTRALIAN PORTS	CHANGSHA	Brit str.	BUTTERFIELD & SWIRE	16th Sept.	
JAPAN	CHANGSHA	Brit str.	BUTTERFIELD & SWIRE	17th Sept., Neon.	
YOKOHAMA, VIA SHANGHAI, &c.	YOKOHAMA	Brit str.	BUTTERFIELD & SWIRE	22nd Sept.	
WEIHAIWEI, CHEFOO & TIENTSIN	YOKOHAMA	Brit str.	BUTTERFIELD & SWIRE	23rd Sept.	
CHINKIANG	YOKOHAMA	Brit str.	BUTTERFIELD & SWIRE	24th Sept.	
SHANGHAI VIA SWATOW	YOKOHAMA	Brit str.	BUTTERFIELD & SWIRE	25th Sept.	
SHANGHAI, NAGASAKI, HIODO & YOKOHAMA	YOKOHAMA	Brit str.	BUTTERFIELD & SWIRE	26th Sept.	
FOOCHOW & SHANGHAI	FOOCHOW	Brit str.	BUTTERFIELD & SWIRE	27th Sept.	
FOOCHOW, VIA SWATOW & AMOY	FOOCHOW	Brit str.	BUTTERFIELD & SWIRE	28th Sept.	
TAMSUI, VIA SWATOW & AMOY	FOOCHOW	Brit str.	BUTTERFIELD & SWIRE	29th Sept.	
ANPING, VIA SWATOW & AMOY	FOOCHOW	Brit str.	BUTTERFIELD & SWIRE	30th Sept.	
SWATOW, AMOY & TAMSUI	FOOCHOW	Brit str.	BUTTERFIELD & SWIRE	31st Sept.	
MANILA	ESANG	Brit str.	BUTTERFIELD & SWIRE	1st Oct.	
MANILA	TEAN	Brit str.	BUTTERFIELD & SWIRE	2nd Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	3rd Oct.	
MANILA	RUBI	Brit str.	BUTTERFIELD & SWIRE	4th Oct.	
MANILA	REMBON	Brit str.	BUTTERFIELD & SWIRE	5th Oct.	
MANILA	TRIUMPH	Brit str.	BUTTERFIELD & SWIRE	6th Oct.	
MANILA	M. STRUVE	Brit str.	BUTTERFIELD & SWIRE	7th Oct.	
MANILA	PROVIDENCE	Brit str.	BUTTERFIELD & SWIRE	8th Oct.	
HAIMUN	HAIMUN	Brit str.	BUTTERFIELD & SWIRE	9th Oct.	
ESANG	ESANG	Brit str.	BUTTERFIELD & SWIRE	10th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	11th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	12th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	13th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	14th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	15th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	16th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	17th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	18th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	19th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	20th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	21st Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	22nd Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	23rd Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	24th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	25th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	26th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	27th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	28th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	29th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	30th Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	31st Oct.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	1st Nov.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	2nd Nov.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	3rd Nov.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	4th Nov.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	5th Nov.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	6th Nov.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	7th Nov.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	8th Nov.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	9th Nov.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	10th Nov.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	11th Nov.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	12th Nov.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	13th Nov.	
MANILA	YUENSANG	Brit str.	BUTTERFIELD & SWIRE	14th Nov.	
MANILA	Y				

**OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"ANTENOR"	On 2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 3rd September.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 8th September.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 17th September.
GLASGOW and LIVERPOOL	"ACHILLES"	On 24th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM, and ANTWERP	"PELEUS"	On 30th August.
LONDON, AMSTERDAM, and ANTWERP	"GLAUCUS"	On 13th September.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM, and ANTWERP	"TYDEUS"	On 27th September.
LONDON, AMSTERDAM, and ANTWERP	"PATROCLUS"	On 11th October.
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 22nd October.
LONDON, AMSTERDAM, and ANTWERP	"PINGSUEY"	On 25th October.
Taking cargo for Liverpool at London rates.		

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and NAGASAKI, KOBE & YOKOHAMA	"TELEMACHUS"	On 7th September.
PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"DEUCALION"	On 3rd October.

For Freight, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 26th August, 1904.

[16.11]

**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO and TIENTSIN	"KANSU"	On 30th August.
CHINKIANG	"YOCHOW"	On 30th August.
FOOCHOW and SHANGHAI	"WOOSUNG"	On 31st August.
MANILA	"TEAN"	On 30th August.
CEBU and ILLOILO	"SUNGKIANG"	On 2nd September.
KOBE	"CHANGSHA"	On 2nd September.
PORT DAEWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE	"CHANGSHA"	On 16th September.
SYDNEY and MELBOURNE		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 29th August, 1904.

[12]

**INDO-CHINA STEAM NAVIGATION CO.
LIMITED.**

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"CHOYSANG"	Tuesday, 30th Aug., 4 p.m.
SWATOW, CHEFOO & TIENTSIN	"ESANG"	Wednesday, 31st Aug., 4 p.m.
MANILA	"YUENSANG"	Friday, 2nd Sept., 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 6th Sept., 3 p.m.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to—

**JARDINE, MATHESON & CO.,
GENERAL MANAGERS.**

Hongkong, 27th August, 1904.

[13.8]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT OR VIA TAKU OR CHIN-WAN-TAO TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.

The next departure will be the S.S. "LOTHIAN," sailing from here on or about 5th September (taking cargo for Durban, East London, Port Elizabeth, and Cape Town).

For Freight, apply to—

**GIBB, LIVINGSTON & CO.,
AGENTS.**

Hongkong, 19th August, 1904.

[20.30]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK SUEZ VIA CANAL.

THE Steamship

"EPSOM,"

Captain J. Cox, will be despatched for the above port on or about SATURDAY, the 3rd September, to be followed by the Steamship,

"CLAYBURN,"

on or about TUESDAY, the 16th October.

For Freight, apply to—

**SHEWAN, TOME & CO.,
General Agents.**

Hongkong, 24th August, 1904.

[16.30]

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched for the above ports on WEDNESDAY, the 7th September.

The steamer has superior accommodation for Saloon passengers.

For Freight or Passage, apply to—

**SHEWAN, TOME & CO.,
Agents.**

Hongkong, 11th August, 1904.

[15.53]

**VESSELS ON THE BERTH
FOR SINGAPORE, PENANG AND CALCUTTA.**

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above ports on THURSDAY, the 1st September, at 3 p.m.

For Freight or Passage, apply to—

**DAVID SASOON & CO., LTD.,
Agents.**

Hongkong, 29th August, 1904.

[20.61]

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"HUDSON,"

will be despatched on or about the 15th September.

For Freight or further information, apply to—

**STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.**

Hongkong, 29th July, 1904.

[18.4]

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above on SATURDAY, the 17th September, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to—

**GIBB, LIVINGSTON & CO.,
Agents.**

Hongkong, 27th August, 1904.

[20.00]

NATAI, LINE OF STEAMERS

THE Undesignated GENERAL AGENTS IN CHINA AND JAPAN for the above ports are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO. fortnightly hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to—

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 24th August, 1897.

[1.2]

STEAM TO CANTON.

REDUCED FARES

THE Commodious Steel Twin Screw Steamer

"TAI ON."

Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 P.M., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 P.M.

FARES—

Saloon \$2.00
Chinese Saloon \$1.00
2nd Class 60c.
Steerage 20c.

This well-known steamer has been fitted throughout with Electric Light. Unrivalled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.

VIK ON S. S. CO.,
300, Des Voeux Road Central

Hongkong, 9th July, 1904.

[16.74]

NOTICE TO CONSIGNEES

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN."

POST OFFICE NOTICES.

The Mongolia, with the American Mail, left Manila on Sunday, the 23rd inst., at noon, and may be expected here to-day.
The Bayard, with the German Mail, left Singapore on Friday, the 20th inst., at 10 a.m., and may be expected here to-day, at 5 p.m.

MAILS WILL CLOSE

FOR	PER	DATE
Canton		Tuesday, 30th, 7.30 A.M.
Swatow, Amoy and Tamsui		Tuesday, 30th, 11.00 A.M.
Chinkiang		Tuesday, 30th, 11.00 A.M.
Macao		Tuesday, 30th, 12.15 P.M.
Swatow and Shanghai		Tuesday, 30th, 3.00 P.M.
Amoy		Tuesday, 30th, 4.00 P.M.
Saigon		Tuesday, 30th, 4.00 P.M.
Samson, Shihsing, Takhing and Wuchow		Tuesday, 30th, 4.00 P.M.
Manila		Tuesday, 30th, 5.00 P.M.
Hoihoi and Heiphong		Tuesday, 30th, 5.00 P.M.
Canton		Tuesday, 30th, 5.00 P.M.
Kongmoo and Kunchuk		Tuesday, 30th, 5.00 P.M.
Sanbu		Tuesday, 30th, 5.00 P.M.
Macao		Tuesday, 30th, 5.00 P.M.
Canton		Tuesday, 30th, 7.30 A.M.
Swatow, Amoy and Foochow		Tuesday, 30th, 9.00 A.M.
Bangkok		Tuesday, 30th, 9.00 A.M.
Hongkong		Tuesday, 30th, 11.00 A.M.
Poochow and Shanghai		Tuesday, 30th, 11.00 A.M.
Macao		Tuesday, 30th, 11.00 A.M.
Kongmoo, Kunchuk and Sanbu		Tuesday, 30th, 11.00 A.M.
Canton		Tuesday, 30th, 11.00 A.M.
Macao		Tuesday, 30th, 11.00 A.M.
Singapo., Penang and Malacca		Tuesday, 30th, 11.00 A.M.
Samson, Shihsing, Takhing and Wuchow		Tuesday, 30th, 11.00 A.M.
Nambo		Tuesday, 30th, 11.00 A.M.
Satubu		Tuesday, 30th, 11.00 A.M.
Macao		Tuesday, 30th, 11.00 A.M.
Kongmoo, Kunchuk and Sanbu		Tuesday, 30th, 11.00 A.M.
Canton		Tuesday, 30th, 11.00 A.M.
Macao		Tuesday, 30th, 11.00 A.M.
TO-DAY.		
Sale, Boots and Shoes, Sales Rooms, Messrs. Hughes and Haugh, 11 a.m.		
TO-MORROW.		
Extraordinary Geno. Mailing of Hongkong and Kowloon W. and Godown Co., Ltd., 12.15 p.m.		

COMMERCIAL.

CLOSING QUOTATIONS.

29th August.

ON LONDON.— Telegraphic Transfer 1.91

Bank Bills, on demand 1.91

Bank Bills, at 30 days' sight 1.91

Bank Bills, at 4 months' sight 1.91

Credits, at 4 months' sight 1.91

Documentary Bills, 4 months' sight, 1.91

ON PARIS.— Bank Bills, on demand 22.1

Credits, at 4 months' sight 23.0

ON GERMANY.— On demand 18.31

ON NEW YORK.— Bank Bills, on demand 43.2

Credits, 60 days' sight 43.2

ON BOMBAY.— Telegraphic Transfer 134

Bank, on demand 134

ON CALCUTTA.— Telegraphic Transfer 134

Bank, on demand 134

ON SHANGHAI.— Bank, at sight 713

Private, 30 days' sight 724

ON YOKOHAMA.— On demand 88.4

ON MANILA.—On demand 88.4

ON SINGAPORE.—On demand Normal

ON BATAVIA.—On demand 103

ON HAIPHONG.—On demand 11.00 p.m.

ON SAIGON.—On demand 11.00 p.m.

ON BANGKOK.—On demand 61.1

SOVEREIGN, Bank's Buying Rate 811.05

GOLD LEAF, 100 fine per troy 558.10

BAR SILVER, per oz. 26.74

OPIUM.

29th August.
Quotations are— Allowance not to 1 catty.
Malwa New \$1120 to \$1140 per picul
Malwa Old \$1130 to \$1220 " "
Malwa Older \$1280 to \$1300 " "
Malwa V. Old \$1320 to \$1330 " "
Persian fine quality \$900 to " "
Persian extra fine \$125 to " "
Pata New \$1182 to " per catty.
Pata Old \$ — to " "
Bengares New \$1162 to " "
Bengares Old \$1172 to " "

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. steamer Mongolia left Manila for this port on the 28th August, at noon, and is due here at 6 a.m., to-day.

The T.K. steamer America Maru left Yokohama for this port via Kobe, &c., on Wednesday morning.

The P.M. steamer China, from San Francisco to the 6th August via Honolulu, left Yokohama for this port on the 25th August, a.m., via Kobe, &c.

THE GERMAN MAIL.

The I.G.M. steamer Bayard left Singapore on Friday, the 26th August, at 10 a.m., and may be expected here to-day, at 5 p.m.

THE CANADIAN MAIL.

The C.P.R. steamer Empress of Japan arrived at Yokohama at 8 a.m. on Monday, the 29th August, and left again at 3 p.m. bound for Kobe, where she is due to arrive at 8 p.m., to-day.

MERCHANT STEAMERS.

The P. & O. steamer Nanking left Singapore for this port on the 27th August, at 5 a.m.

The P. & O. steamer Japan left Singapore for this port on the 27th August, at 8 a.m.

The E.I.C. steamer Palamota, from Rangoon and the Straits, left Singapore for this port on the 27th August, and is expected here on the 2nd September.

The N.G.I. steamer Ischia left Singapore for this port on the 28th August, and may be expected here on the 3rd September.

The O.S.S. & C.M. steamer Telesmae left Singapore for this port on the 29th August, and is due here on the 3rd September.

The J.C.J. Ijijn steamer Tjipana left Macassar for this port on the 29th August, and may be expected here on the 6th September.

The P. & A. steamer Aragona arrived at Yokohama on the 18th August, and may be expected here on the 6th September.

The Barber Line steamer Shimosa left New York on the 14th August.

The C.N. steamer Chingtu, from Australian ports, left Sydney on the 13th August, p.m., and is due here on the 7th September.

The Boston S.S. Co.'s steamer Tremont left Seattle on the 18th August for Japan, Shanghai, Hongkong, and Manila.

JOINT STOCK SHARES.

Hongkong, 20th August.

COMPANY	Paid Up	QUOTATIONS.
Banks—Hongkong & Shanghai	\$125	1450 ex div. Ld. 1450 1/2 ex div.
Natl. Bank of China	\$8	\$38, buyers & B. Shares \$8, buyers
Bank's Asbestos E. A.	\$12	\$10, buyers
Canton-Hongkong Ice	\$10	\$10, nominal
Campbell, Moore & Co.	\$10	\$17, buyers
China-Borneo Co., Ltd.	\$12	\$10, sales
China Light and Power Co., Ltd.	\$10	\$9, buyers
China Prov. L. & M.	\$10	\$9, sales & ex. c. b.
China Sugar	\$100	\$105, ex c. b.
Cigar Companies	\$500	\$150, sellers
Albania, Ltd.	\$100	\$14, sellers
Philippine Co., Ltd.	\$100	\$14, sellers
Cotton Mills	\$50	130, sellers
International	\$75	25,
Laou Kong Mow	\$100	110, sellers
Soychee	\$10	\$14, sellers
Hongkong	\$6	\$21, buyers
Dairy Farm	\$10	\$48, sellers
Green Island Cement	\$10	\$34, buyers
Hongkong & G. Gas.	\$10	\$100, buyers
Hongkong Electric	\$10	\$15, buyers
H. H. L. Tramways	\$10	\$100, buyers
Hk. Steam Water-boat Co., Ltd.	\$10	\$100, buyers
Hongkong Hotel	\$50	\$136, buyers
Hongkong Ice	\$25	\$200, buyers
H. & K. Wharf & G.	\$50	\$115, sales & buy.
Hongkong Loco.	\$50	\$140, sellers
H. & W. Lock	\$50	\$27, ex div.

TO LET

TO LET.

J. ARGE AIRY ROOMS in Offices Building in British Concession, Canton, for particulars, apply to—
P. O. BOX 22,
Care of Daily Press Office.
Hongkong, 17th June, 1904. [1507]

TO LET

N. OS. 2 and 4, OLD BAILEY (6 Roomed Houses).
No. 14, HOLLYWOOD ROAD (8 Rooms), (with Kitchens, Bathrooms, and Servants' Quarters).
Apply to—

H. M. S. H. ESMAIL,
4, Hollywood Road,
Hongkong, 16th August, 1904. [1991]

TO LET.

N. O. 1, RIPON TERRACE (in FLATS).
No. 17, WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS: PAYA EAST.
No. 1, CLIFTON GARDENS, Conduit Road.

OFFICES in Nos. 10 & 16, DES VŒUX ROAD Central.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.
Hongkong, 29th June, 1904. [175]

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET.

G. J. SEQUEIRA,
Care of A. R. Martyn,
Hongkong, 25th July, 1904. [1805]

TO LET.

N. O. 11, MOSQUE JUNCTION. Full View of Harbour.
No. 52, HOLLYWOOD ROAD.
And others to suit various requirements.

S. A. SETH,
Land and Estate Broker.
The Dairy Farm Co., Ltd.
Hongkong, 19th July, 1904. [17]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1904. Moderate rental.

NO. 6, GRANVILLE AVENUE, Kowloon. Immediate possession. Moderate rental.

Apply to—
HUMPHREYS' ESTATE & FINANCE CO. LTD.
Hongkong, 21st June, 1904. [1811]

TO LET.

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

TO LET.

N. O. 8, UPPER WEST TERRACE. Immediate possession.

L. K. F.,
National Bank of China Ltd.
Hongkong, 3rd August, 1904. [159]

TO LET.

THE EYRIE (PEAK). BELIOS TERRACE, Nos. 10, 13 & 21. BANGOUR (PEAK) from 1st August, No. 2, COLLEGE GARDENS, from early November, 1904.

No. 9, BEACONSFIELD ARCADE, Shop. No. 14, BEACONSFIELD ARCADE, 1st Floor.

No. 1, HOLLYWOOD ROAD, Ground Floor and Basement.

Linstead & Davis, Hongkong, 26th August, 1904. [1429]

TO LET.

N. O. 15, 17 &